people whose L.P.G. connection has been released from the M.P's. quota;

(b) what steps are taken by Government when the person who has been sanctioned an L.P.G. connection lives at a place where there is no L.P.G. agency;

(c) whether all the L.P.G. agencies in the country are working in a proper manner; and

(d) if not, what steps have been taken by Government to remedy the situation?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): (a) After receipt of priority voucher, an applicant can expect at LPG connection within 90 days.

(b) LPG conncetions are provided from the nearest LPG agency.

(c) and (d) Individual complaints as and when received are immediately enquired into and prompt remedial measures taken.

Allocation of Gas to Industries

3929. SHRI P. UPENDRA:

SHRI KRISHNA KUMAR BIRLA:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether it is a fact that there is a large gap between the availability and allocation of gas to differnt industries;

(b) if so, whether Government propose to formulate a long term policy to deal with the situation; and

(c) if so, what are the details thereof?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): (a) Almost all the available gas has been allocated.

(b) and (c) Do not arise.

Funds invested by ONGC in foreign banks

3930. DR. BAPU KALDATE:

SHRI N. GIRI PRASAD:

SHRI KRISHNA KUMAR BIRLA:

SHRI VENOD SHARMA:

Will the Minister of PETROLEUM AND GAS be pleased to state:

(a) whether it is a fact that the ONGC has been investing its surplus funds in foreign banks in violation of the normal practice of investing its funds in public sector units in the country;

(b) if so, what is the amount invested by the ONGC in foreign banks (with names of the banks), till date;

(c) what are the reasons for deviation from the practice of investing surplus funds in Public Sector units; and

(d) what is the reaction of Government thereto?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): (a) to (d) According to ONGC, it has not invested any of its surplus funds in violotion of the normal practice and it invests its short term surplus funds in approved securities and therefore questions at (b) to (d) do not arise.

Passing of HBJ pipeline through Madhya Pradesh

3931. SHRI MURLIDHAR CHANDRAKANT BHANDARE: Will the Minister of PETROLEUM AND GAS be pleased to state:

(a) whether the Madhya Pradesh Government has demanded that the Bijaipur pipeline be passed through Madhya Pradesh;

(b) if so, what is the precise demand and the extent of adjustment and realignment required to meet the said damand;

(c) what are the projects in Madhya Pradesh proposed to be set up thereby; and

(d) what is Government's reaction thereto?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): (a) and (b) The HBJ pipeline already passes through the State of Madhya Pradesh.

(c) and (d) The gas based projects in Madhya Pradesh are NFL's fertiliser plant and GAIL's LPG plant at Vijaipur. A polyoropylene plant is also proposed to be set up at Vijaipur by GAIL.

Promotion of SC/ST employees in Western Railway

3932. SHRI RAM DEO BHANDARI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the authorities of Jaipur Zone of Western Railway have not been promoting the SC-ST employees even when the General Manager's Office has recommended for their promotion; and

(b) if so, what action Gobernment propose to take against such officers for non-compliance of the reservation policy of the Government?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No, Sir.

(b) Does not arise.

Suburban Railways

3933. SHRI SATISH PRADHAN: Will the Minister of RALWAYS be pleased to state:

(a) whether Government are aware of ever increasing overcrowding in locals plying on suburban railways;

(b) if so, what are the immediate plans or long term proposals to deal with the terrible problem of overcrowding on locals at Bombay;

(c) the details of funds provided for improving services and facilities on Bombay surban during Eighth Five Year Plan Scheme-wise;

(d) whether any ground railway proposal is under consideration which could be or possible solution to the over crowding on suburban railways; and

(e) the income from and expenditure on suburban railways during the past three years and the projected trends of revenue and investment for the next three years?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes, Sir.

(b) Introduction of trains is a continuous process subject to availability of resources. From 1.7.1992, 54 local trains have been introduced in Bombay suburban area operated under both Central and Western Railways Systems.

(c) and (e) During the Eighth Five Year Plan, Rs. 700 crore have been planned for investment in Metropolitan Transport Projects and Rs. 4,500 crore on Traffic Facility Works over entire Indian Railways. Area-wise and scheme-wise invesments will be planned every year as per needs. The latest figures of earnings and expenditure on suburban sections of Indian Railways are as under:—

(figures in Rs. crores)

Year	Expenditure	Earnings
1988-89 . .	419.78	297.77
1989-90 . .	510.63	313.01
1990-91 . .	575.16	367.85

The suburban earnings for the year 1991-92 (Revised Estimates) and 1992-93 (Budget Estimate) are estimated at Rs. 394 crores and Rs. 547 crores respectively. No projection of earnings has been made yet for the year 1993-94. As regards the expenditure on suburban section, the track and other assets are commonly used by suburban and non-suburban trains. The expenditure on the